

IH 43/94: BECHER ST TO MITCHELL INTERCHANGE (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY WESTBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR							AVERAGE SPEEDS IN MPH			
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE	
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE		
MID-1 AM	1040	0.0	1499	1040	0	5.35	189	69.4	25.1	36.3	
1-2 AM	729	0.0	1500	729	0	0.56	0	69.8	58.9	42.7	
2-3 AM	742	0.0	1500	742	0	0.56	0	69.8	58.9	42.6	
3-4 AM	499	0.0	1500	499	0	0.53	0	70.1	59.5	43.5	
4-5 AM	587	0.0	1500	587	0	0.54	0	70.0	59.3	43.2	
5-6 AM	877	0.0	1500	877	0	0.57	0	69.6	58.5	42.1	
6-7 AM	1179	0.0	1499	1179	0	0.69	0	69.2	56.4	38.9	
7-8 AM	1540	0.0	1499	1540	0	1.68	20	68.8	44.3	31.7	
8-9 AM	2187	0.0	1500	1774	413	11.93+	310	68.0	14.0	30.8	
9-10 AM	2648	0.0	1500	1500	1148	16.31+	400	67.4	10.8	30.8	
10-11 AM	3228	0.0	1500	1500	1728	16.28+	400	66.7	10.8	30.8	
11AM-NOON	3525	0.0	1500	1500	2025	16.26+	400	66.4	10.8	30.8	
NOON-1PM	3869	0.0	1500	1500	2369	16.17+	400	64.4	10.8	30.8	
1-2 PM	3635	0.0	1500	1500	2135	16.25+	400	66.0	10.8	30.8	
2-3 PM	3946	0.0	1500	1500	2446	16.14+	400	63.9	10.8	30.8	
3-4 PM	3789	0.0	1500	1500	2289	16.19+	400	65.0	10.8	30.8	
4-5 PM	3519	0.0	1500	1500	2019	16.26+	400	66.4	10.8	30.8	
5-6 PM	3157	0.0	1500	1500	1657	16.28+	400	66.8	10.8	30.8	
6-7 PM	2735	0.0	1500	1500	1235	16.31+	400	67.3	10.8	30.8	
7-8 PM	2360	0.0	1500	1500	860	16.33+	400	67.8	10.8	30.8	
8-9 PM	2270	0.0	1500	1500	770	16.33+	400	67.9	10.8	30.8	
9-10 PM	2449	0.0	1500	1500	949	16.32+	400	67.7	10.8	30.8	
10-11 PM	1947	0.0	1500	1503	443	16.34+	399	68.3	10.8	30.8	
11PM-MID	1622	0.0	1500	1527	96	15.98+	389	68.7	11.0	30.8	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

----- SITE ACCIDENT DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0301
MAIN ROUTE WITH WORKS	0.0155
'DIVERSION'	0.0291
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$209,736
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

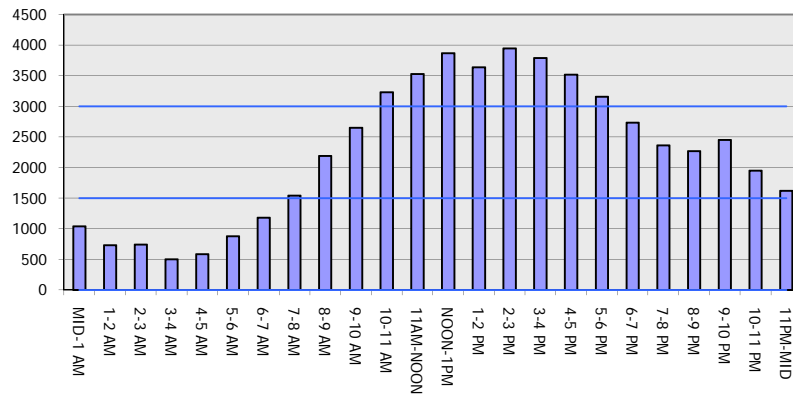
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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

AUGUST

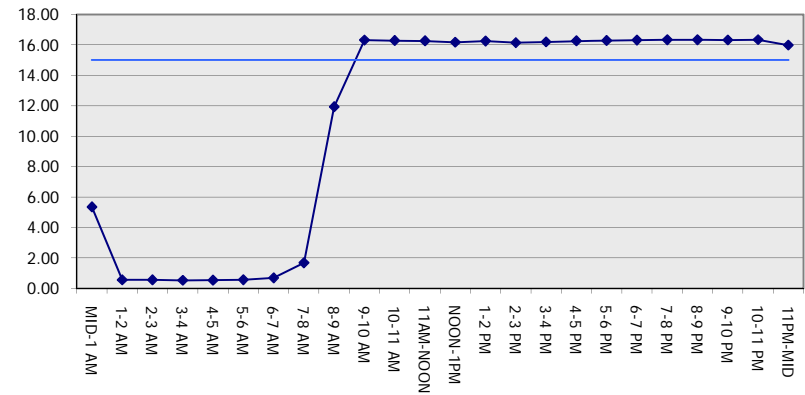
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION

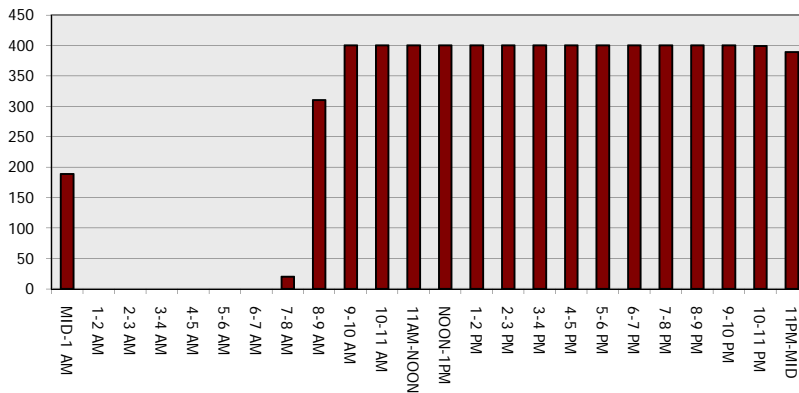
Main Route - Traffic Demand (Vehicles Per Hour)



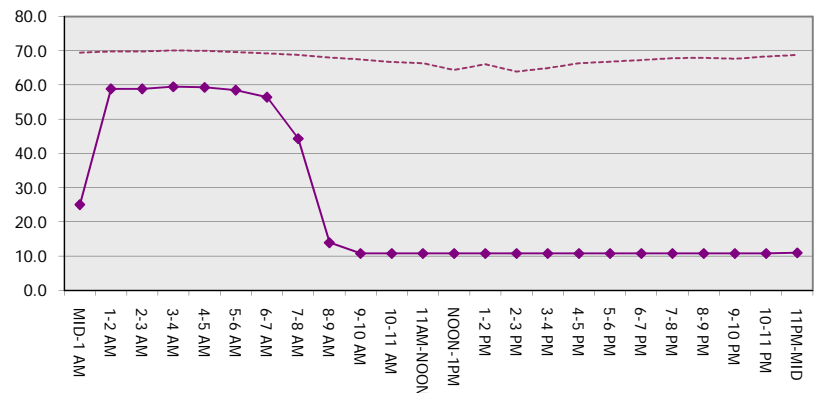
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY EASTBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR							AVERAGE SPEEDS IN MPH			
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE	
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE		
MID-1 AM	1026	0.0	1499	1026	0	2.77	98	69.4	36.3	37.9	
1-2 AM	615	0.0	1500	615	0	0.55	0	70.0	59.2	43.1	
2-3 AM	504	0.0	1500	504	0	0.53	0	70.1	59.5	43.5	
3-4 AM	380	0.0	1500	380	0	0.52	0	70.2	59.8	44.0	
4-5 AM	390	0.0	1500	390	0	0.52	0	70.2	59.8	43.9	
5-6 AM	851	0.0	1500	851	0	0.57	0	69.7	58.6	42.2	
6-7 AM	1180	0.0	1499	1180	0	0.69	0	69.2	56.4	39.0	
7-8 AM	1478	0.0	1499	1478	0	1.36	10	68.9	47.6	32.2	
8-9 AM	2035	0.0	1500	1908	127	9.29+	254	68.2	17.0	30.8	
9-10 AM	2582	0.0	1500	1500	1082	16.32+	400	67.5	10.8	30.8	
10-11 AM	2894	0.0	1500	1500	1394	16.30+	400	67.1	10.8	30.8	
11AM-NOON	3093	0.0	1500	1500	1593	16.29+	400	66.9	10.8	30.8	
NOON-1PM	3306	0.0	1500	1500	1806	16.27+	400	66.6	10.8	30.8	
1-2 PM	3467	0.0	1500	1500	1967	16.26+	400	66.4	10.8	30.8	
2-3 PM	3386	0.0	1500	1500	1886	16.27+	400	66.5	10.8	30.8	
3-4 PM	3519	0.0	1500	1500	2019	16.26+	400	66.4	10.8	30.8	
4-5 PM	3397	0.0	1500	1500	1897	16.27+	400	66.5	10.8	30.8	
5-6 PM	3472	0.0	1500	1500	1972	16.26+	400	66.4	10.8	30.8	
6-7 PM	3014	0.0	1500	1500	1514	16.29+	400	67.0	10.8	30.8	
7-8 PM	2736	0.0	1500	1500	1236	16.31+	400	67.3	10.8	30.8	
8-9 PM	2391	0.0	1500	1500	891	16.33+	400	67.8	10.8	30.8	
9-10 PM	2266	0.0	1500	1500	766	16.33+	400	67.9	10.8	30.8	
10-11 PM	1873	0.0	1499	1457	417	16.18+	395	68.4	10.9	30.8	
11PM-MID	1381	0.0	1499	1370	11	14.92+	364	69.0	11.7	30.8	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

MAIN ROUTE WITHOUT WORKS	0.0285
MAIN ROUTE WITH WORKS	0.0150
'DIVERSION'	0.0265

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$198,035
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

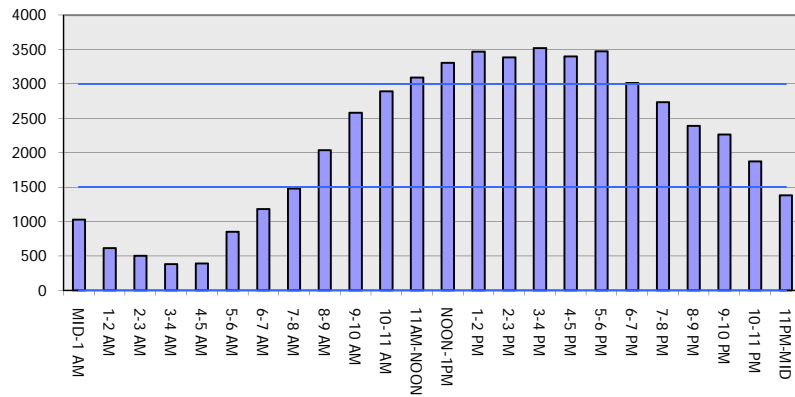
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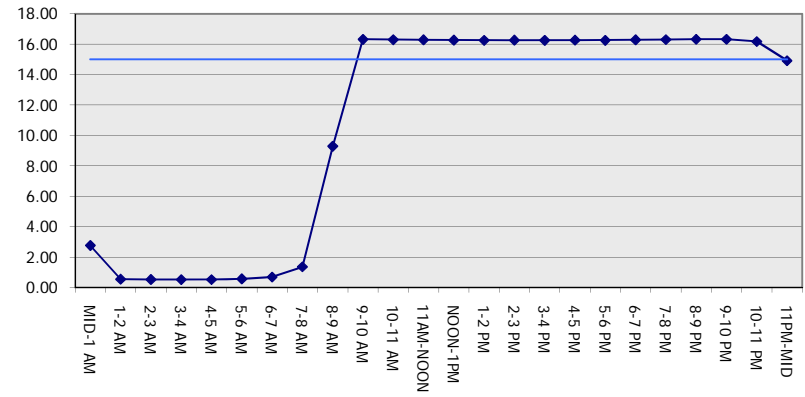
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

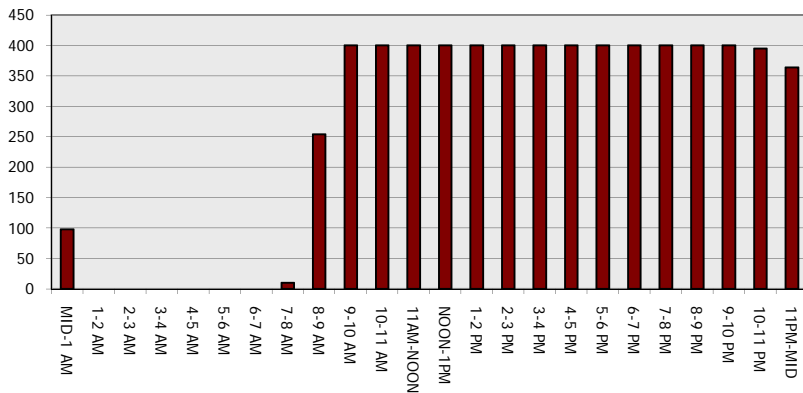
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

